



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

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Ted Silver

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Brett Bibeau
Sheila Boyce
Dr. Barry Burak
Janis Davis
Louis Foster
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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DR.
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, JANUARY 25, 2006
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF DECEMBER 14, 2005
- III. PRESENTATIONS
 - A. MIAMI INTERMODAL CENTER UPDATE – G. Donn, FDOT
- IV. DISCUSSION ITEMS
 - A. MIAMI STREETCAR PROJECT – D. Henderson
 - B. FDOT FLAGLER ST./SW 1 ST. PD&E STUDY – D. Henderson
- IV. INFORMATION ITEMS
 - A. NATIONAL BIKE SUMMIT – L.A.B.
 - B. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
 - C. NOVEMBER - DECEMBER 2005 PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, JANUARY 25, 2006

MEMBERS PRESENT

Brett Bibeau
Barry Burak
Susan Kairalla
Amado Leon
Gabrielle Redfern
Ted Silver
Claudia Schmid
Eric Tullberg

MEMBERS ABSENT

Sheila Boyce
Louis Foster
Janis Davis
Carol Preger

David Henderson, Staff
Jae Manzella, Staff
Gary Donn, FDOT
Amy Wang, FDOT
Aurelana Vasquez, DFA Comm.
Ricardo Fernandez, MIC Mgmt. Grp.
Ric Katz, Kommunikatz
Joe Requeso, EarthTech

OTHERS PRESENT

Oscar Gonzalez, Media Relations Grp.
John Hopkins, Cyclist
Hank Suarez-Resnik, Cyclist
Noel Cleland, Cyclist
Stephen McDonald, Everglades Club

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	- AL: <i>Motion to approve Minutes of December 14, 2005; seconded by ET; vote – unanimous.</i>
MIC PRESENTATION	- GD: It has been a long time since the MIC group met with the BPAC; <i>he plans to come more often.</i> The project is east of LeJeune Rd. @ NW 21 st St. About \$1.3 billion is earmarked. <i>Construction of the car rental facility should commence in May.</i> A central station will act as a main hub for the various transportation modes. <i>The MIC is scheduled to begin operations in 2008.</i> The Central Station is in the design development stage. MDT is constructing the MIC/MIA (rail) connection; <i>which should be in operation by 2009.</i> Access roads, including LeJeune should be complete by 2008. Nearly 1.3 million sq.ft. of office/retail/hotel space is anticipated to replace the current rental car locations. ET: Inquired if the MIC/Earlington Hts. Connection was included in the \$1.3 billion. GD: That is a separate project/funding. <i>It is expected to be complete around 2010.</i> RF: This facility is being conceived as a gateway to Miami, rather than a rental car warehouse. There are three major components: the rental car facility; the MIC/MIA station; and the central station; 50 acres in total; of that, 21 acres for the rental car facility. Scale and function are a main focus. <i>Different textures: glass, metal, etc. will break-up the monotony of such a large-scale facility.</i> JM: Inquired about previous plans to have all arriving/departing passengers go thru this facility, as well as baggage handling. RF: This has been changed, due to security concerns. Planned airport expansion on the eastern edge would have been serviced by the MIC; but, airport authorities decided arrivals/departures should remain within the MIA compound. SK: Inquired about inconvenience or the inability of some passengers with lots of luggage to arrive at the airport from the MIC. RF: Luggage carts should accommodate any passenger. <i>The MIC/MIA connector will have space for the carts, as well as locking mechanisms to reduce hazards.</i> SK: Inquired as to the procedure for renting a car. RF: Most companies have kiosks at airports; <i>the MIC will have separate floors/areas for each rental car firm.</i> There are also provisions for frequent renters to obtain itinerary beforehand to access their automobile quickly. Returning cars will enter individualized ramps for each rental firm. Space allocation is determined by market share. The entire lobby space will be visible once a passenger enters. <i>Construction of the MIA/MIC</i>

connector is scheduled to begin in a year. In the interim, once the MIC is in operation, shuttle buses will perform this function. The MIC design is meant to showcase open space, light, as well as the sky, so visitors feel they have arrived to sunny Florida. Employees would be shuttled from the existing employee parking lot. Rental car passenger shuttles will not circle MIA, so a lot of congestion will be eliminated. Amtrak, Tri-Rail, Metrorail, Metrobus, private buses and rental cars will all converge at the MIC. This will be the first central station for Miami. He showed a picture of the first Miami train station, which had a small depot. Various train stations were depicted; many of them grand in scale and architecture; all of them considered “gateways” to their cities. An attempt is being made to organize all the elements of the MIC for pedestrian links.

JM: Inquired why the moving sidewalk doesn't traverse the entire length of the facility.

RF: The concourse will be only 320', and along the way various portals will route passengers to their destinations (bus, rail, etc.); so, the consulting team didn't deem a lengthy moving sidewalk to be functional. Moving walkways should be at least 120' or more in length; anything less than that, people will not use them. At the end of the concourse is a space to serve as an open-air gathering spot.

JM: Concerned that this open space would subject people to inclement weather.

RF: The escalator is covered; but, the rest is meant to be open, public space; similar to the Wachovia Bank building in downtown Miami, which shields people from rain.

ET: Inquired about the expansion of Tri-Rail to SW Miami-Dade.

RF: The fork in the railway is north of the MIC; so, it won't be impacted.

GR: Concerned that hurricane-force winds could lift the roof off.

RF: This has been considered, and several design elements should be appropriate.

GR: Inquired about water-recovery; as well as the removal of shuttle buses at MIA.

RF: Water-recovery programs will be in place; and the shuttle buses must conform to stay away from MIA terminals, via a special agreement.

TS: Requested all questions during this time to remain bicycle/pedestrian-related.

BBibeau: The MIC needs connection to the Miami River Greenway, which has planned on-road connections to Douglas Rd. and NW 25th Rd. *Motion to include provisions (e.g., widened sidewalks, bike lanes, decorative lighting, signage and enhanced landscaping) within MIC area plans, as Douglas Rd. is reconstructed; seconded by GR.*

ET: Inquired if any other connections within the Bicycle Master Plan should be included.

TS: Prefers keeping resolutions focused on one topic; and, to address others separately.

BPAC: *Vote: unanimous.*

BBibeau: Noted that a boat is included in the project logo. A Palmer Lake water taxi station should also be developed.

RF: This has been discussed.

TS: At the last MIC presentation, the BPAC provided a long list of amenities that should be incorporated into the facility. Since these weren't mentioned in the presentation, he inquired if they are being considered for incorporation.

GD: Isn't sure, since many things have changed since the initial meetings.

TS: Inquired as to specific considerations being made for bicycle/pedestrian accommodations within the project.

RF: *Bike racks will be made available at various modal locations; as well as a changing room.* He has the list, and it will be revisited.

ET: Suggested all existing and planned bikeways should be connected to the MIC.

GR: Suggested a bike repair/assembly station would be beneficial.

ET: Suggested bike rentals at the MIC, within the immediate area, or assessable by public transit. This includes reserving a bike. Bike racks should be inverted “U” type; and

bike lockers should be available for short-term rentals.

GF: Inquired if Homeland Security would be compromised.

TS: There are locker designs that are deemed appropriate. Also, someone could watch over the lockers to ensure what is being put into them.

AL: Within the next few years, as gas prices rise, there will be a growing demand for motorcycle/moped parking.

SK: Suggested there should be showers within the changing rooms.

BBibeau: Suggested personal storage lockers.

BBurak: Suggested a place to store bike boxes while visiting Miami.

TS: Air travel by bike requires boxing them for transport. Some containers are simply canvas bags. As Miami continues to pursue itself as a world-class destination, there is a growing contingent of international eco-tourists. Florida City is experiencing some of this trend. The US-1 Bus/bikeway connects to Metrorail to support connectivity. Focusing marketing to these travelers would support this trend. Major touring companies provide bicycle tours throughout the world. They should be informed of the MIC as a starting-point for all the destinations Miami has to offer. Suggested that the bike assembly station should have assembly stands with air/water available. It should be near the lockers. This doesn't have to be elaborate; but, it should accommodate future growth/use. An information kiosk with park maps, safety literature, etc. will help inexperienced tourists. This includes, well-placed signage in and around the airport/MIC to guide them to the bike station. These amenities may not be cost-justifiable; but, this represents a commitment to provide for all modes of travel, including those who will come if it is built. Consultants should browse the Internet, and discover the costs of eco-touring, the numbers of travelers, their destinations, as well as desirability/feasibility.

GD: *He will research these suggestions further.*

JH: These suggestions should be made stronger in the resolution's wording.

TS: Since only an advisory committee, adding "shall", "must", etc. makes little effect.

NC: It is important to have a seamless transition to transit and other modes.

TS: This includes routes to accommodate bicycles with proper widths, ramps, etc.

CS: A big deterrent is that Tri-Rail and Metrorail bike permits aren't interchangeable.

BBibeau: *Motion recommending the above list of suggestions to be considered for incorporation into the MIC Master Plan; seconded by ET; vote: unanimous.*

TS: *As these items are either incorporated or deemed unfeasible, he asked for a report on their status.* This project is very important to support the non-motorized community. Forgoing these recommendations would be a great loss. A lack of expertise on accommodating these modes leads planners to avoid providing for them. They may also have a narrow scope of the issues, or a myopic view of how to solve them. There has been insufficient dialog on how to work around problems. DH and BPAC members can provide insight to work around the problems. There are a multitude of options available.

GD: *Will provide status reports.*

TS: The BPAC is asking for the consideration in the same gesture that small rental car companies will be allocated viable space to prosper. The opportunity for Miami-Dade County to become an eco-touring spot relies upon this project. Gaining support from Homestead, Florida City, the national parks, etc. is also crucial.

RF: Suggested providing dimensional needs.

GR: Several leading-edge communities, such as Amsterdam, have well-established bike stations at commuter hubs. These should be researched. She has some materials as well.

TS: *Suggested DH to provide relative websites, and any details he has.*

JH: Chicago has incorporated these amenities in Millennium Park.

TS: It is imperative to receive timely updates on progress; as well as to continue to

	<p>request what b/p improvements are being incorporated into the design. He will be mentioning this issue in tomorrow's MPO meeting.</p> <p>GR: Because of the high-volume of automobile traffic in the area, the Miami River Greenway connection will be crucial for the safety of bicyclists and pedestrians.</p> <p>TS: Being able to leave the MIC safely by road is just as important.</p> <p>JH: The Miami River Greenway and transit connections should provide enough safety.</p> <p>TS: Many cyclists don't want to ride on transit or a pathway.</p> <p>AL: Perhaps there should be monthly updates.</p> <p>TS: Prefers to let DH determine when an update is needed.</p>
CITY OF MIAMI STREETCARS	<p>- DH: The City wants to connect Downtown Miami with Midtown Miami via streetcars along NW 2 Av.; alternative routes are being considered. The previous Baylink project helped outline some important issues: bicycle boardings - other streetcar systems allow bikes; track placement – curbside tracks can trap bicycle wheels, since these are places cyclists are expected to ride; etc. <i>He asked anyone interested to contact him.</i></p>
FLAGLER & SW 1 STS. PD&E STUDY	<p>- DH: This FDOT project is from SW 27 to SW 2 Aves. <i>An agency kickoff meeting is for 1/31/06.</i> These are potentially significant bicycle corridors with a lot of density, and connections to the Miami River Greenway.</p> <p>GD: <i>The public kick-off meeting will be 2/21/06. He will provide updates to the BPAC as substantial details of the project emerge.</i></p>
NATIONAL BIKE SUMMIT	<p>- DH: A brochure was included in the Agenda package. <i>The Summit is 3/1-3/6. Congressional representatives will be presented with ideas to improve bicycling, such as funding. The Florida conference will be in St. Augustine around the 3rd week of April.</i></p>
PUBLIC WORKS UPDATES	<p>- TS: Since Mr. Cohen is not present, this item will be skipped.</p>
MISCEL-LANEOUS	<p>- ♦ GR: Inquired as to the configuration concerns around 17th St. and Dade Blvd. mentioned by Mr. Cohen at the last BPAC meeting.</p> <p>JM: The fork creates problems to route users safely to the Collins Canal Greenway.</p> <p>♦ ET: Would like to receive regular 3-month updates regarding improvements to the deficiencies he has been reporting on existing bikeways/routes.</p> <p>DH: M-DP&R staff want to provide an update soon. MDT will be using the M-Path report as a starting point for their efforts.</p> <p>♦ ET: He submitted a UPWP suggestion to determine county-wide maintenance needs.</p> <p>♦ DH: GR is a new BPAC Member, nominated by the Miami Beach MPO Member.</p> <p>GR: She has advocated the Collins Av. redesign to include a northbound bike lane.</p> <p>DH: Currently, there are three members residing north of the Dolphin Expwy. Two of them are having difficulty attending meetings in South Miami, which also deters the north area public from attending. He suggested having meetings at a more-centralized location. BBibeau: Government Center seems like a suitable location.</p> <p>DH: <i>If meetings are held at GC, parking permits and rail passes can be provided.</i></p> <p>TS: <i>Requested DH to research the availability, as well as obtain a consensus of the members for the February meeting.</i></p> <p>DH: The February meeting will be significant for northern members/public, <i>since the North Corridor Metrorail project will be presented.</i></p>

- *The meeting was adjourned at 9:10 p.m.*